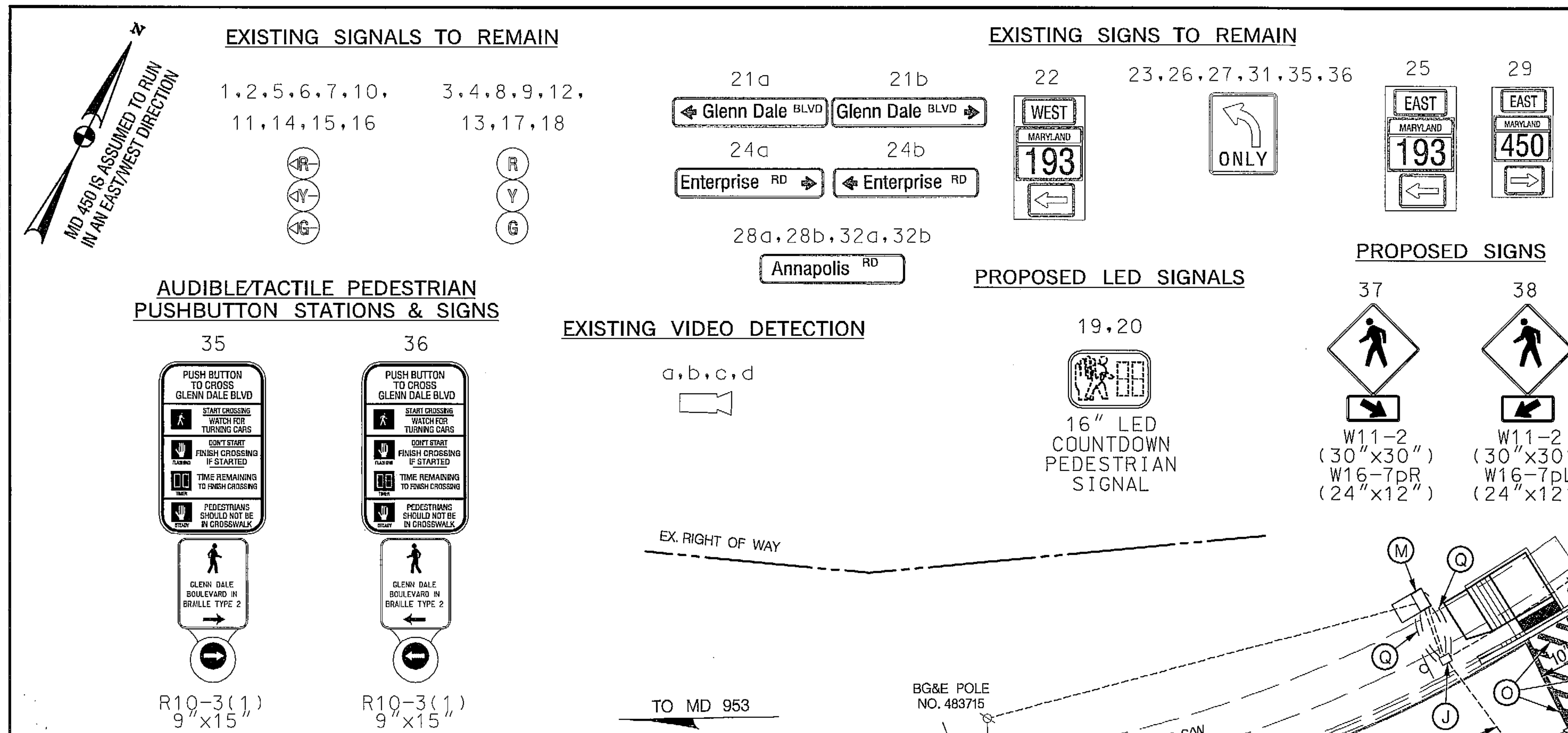
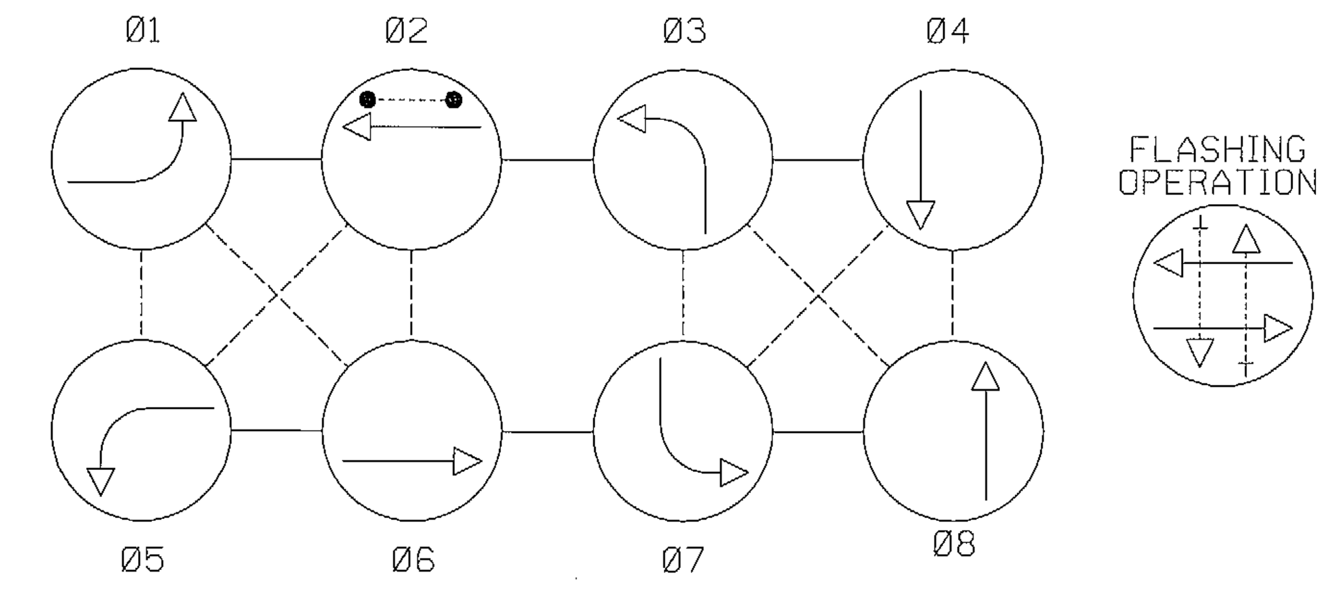
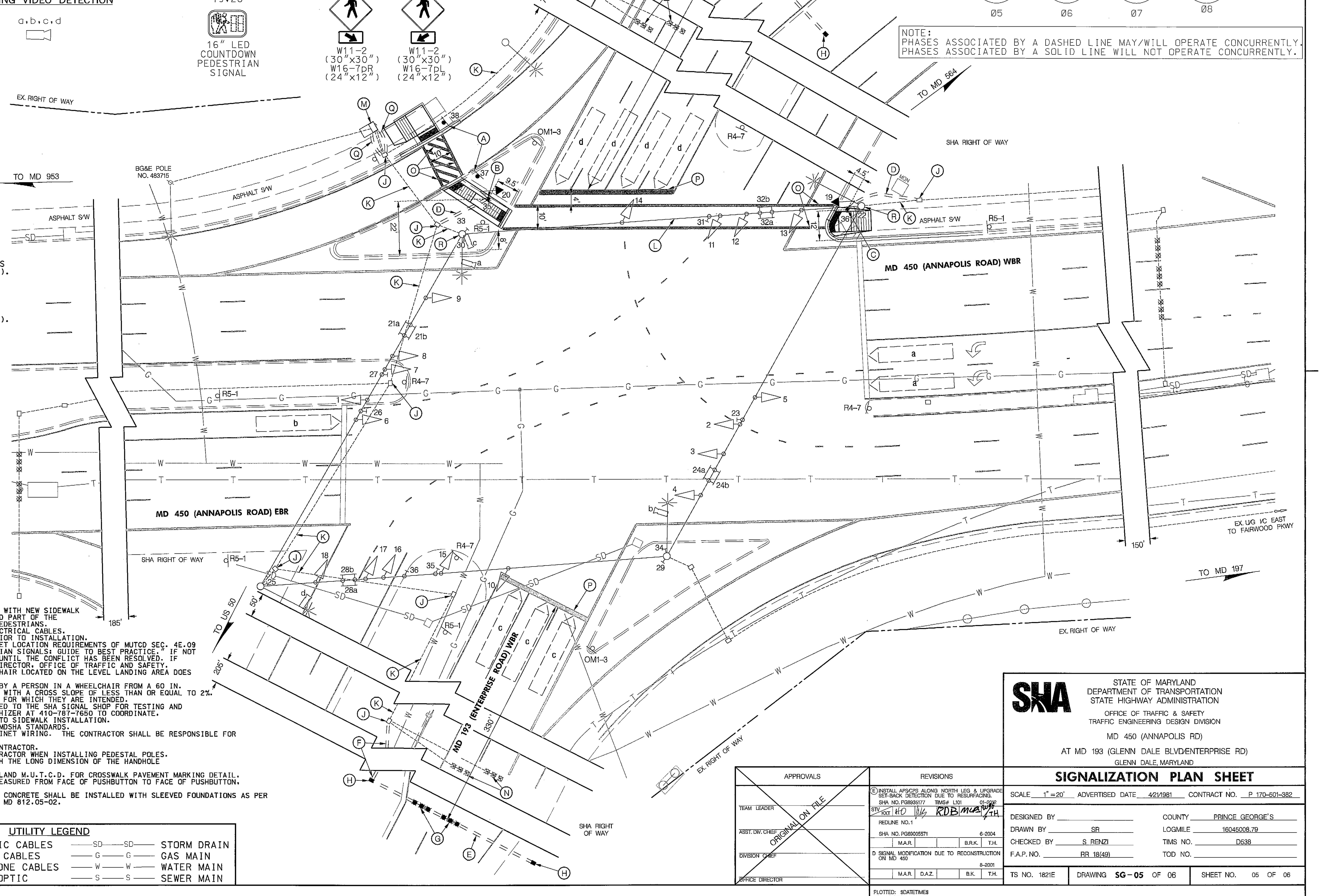




NOTE:
PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A. INSTALL GROUND MOUNTED SIGNS ON ONE 4 IN. X 6 IN. WOOD POST (SEE NOTE 20).
B. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION PER MD STD. 801.01-01, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, BREAKAWAY COUPLINGS, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION (ARROW RIGHT) & R10-3(1) SIGN "PUSH BUTTON TO CROSS GLENN DALE BLVD" (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
C. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION PER MD STD. 801.01-01, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, BREAKAWAY COUPLINGS, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON STATION (ARROW LEFT) & R10-3(1) SIGN "PUSH BUTTON TO CROSS GLENN DALE BLVD" (NOTE: 1-2 IN. 90 DEGREE PVC BEND).
D. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
E. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED).
F. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
G. INSTALL NON-INVASIVE MICROLOOP PROBE SET (2 SETS).
H. INSTALL ELECTRICAL HANDHOLE.
J. USE EXISTING HANDHOLE.
K. USE EXISTING CONDUIT.
L. USE EXISTING SPAN WIRE.
M. USE EXISTING BASE MOUNTED CABINET.
N. ABANDON EXISTING MICROLOOP PROBES.
O. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
P. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOPLINE.
Q. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED AND USE EXISTING 2 IN. CONDUIT BENDS IN THE EXISTING SIGNAL CABINET FOUNDATION FOR WIRING OF PEDESTRIAN SIGNALS, PUSHBUTTONS AND MICROLOOP PROBES.
R. USE EXISTING STRAIN POLE.

GENERAL NOTES

1. MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MDSHA STANDARD TYPICALS FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
4. THE CONTRACTOR SHALL INTEGRATE PROPOSED CONCRETE FOUNDATIONS WITH NEW SIDEWALK RAMP WHERE NECESSARY. THE FOUNDATIONS SHALL BE FLUSH WITH AND PART OF THE FINAL CURB OR SIDEWALK GRADE TO INCREASE ACCESSIBILITY FOR PEDESTRIANS.
5. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
6. THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION(S) PRIOR TO INSTALLATION.
7. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2; AND THE NCHRP PUBLICATION, ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
8. PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
9. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. x 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
10. PUSHBUTTON ARROWS SHOULD BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
11. ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
12. ALL TRAFFIC SIGNAL MODIFICATIONS SHALL BE CONSTRUCTED PRIOR TO SIDEWALK INSTALLATION.
13. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MDSHA STANDARDS.
14. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES.
15. THE ADA SIDEWALK RAMPS WILL BE CONSTRUCTED BY THE ROADWAY CONTRACTOR.
16. THE SIGNAL CONTRACTOR SHALL COORDINATE WITH THE ROADWAY CONTRACTOR WHEN INSTALLING PEDESTAL POLES.
17. ALL HANDHOLES FOR NON-INVASIVE PROBES SHALL BE INSTALLED WITH THE LONG DIMENSION OF THE HANDHOLE PERPENDICULAR TO THE ROADWAY AS SHOWN.
18. THE CONTRACTOR SHALL REFER TO FIGURE 3B-17a OF THE 2006 MARYLAND M.U.T.C.D. FOR CROSSWALK PAVEMENT MARKING DETAIL.
19. THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
20. WOOD SUPPORTS INSTALLED IN CONCRETE SHALL BE INSTALLED WITH SLEEVED FOUNDATIONS AS PER STANDARDS MD 812.05-01 AND MD 812.05-02.

UTILITY LEGEND

— E — E —	ELECTRIC CABLES	— SD — SD —	STORM DRAIN
— A — A —	AERIAL CABLES	— G — G —	GAS MAIN
— T — T —	TELEPHONE CABLES	— W — W —	WATER MAIN
— F — F —	FIBER-OPTIC	— S — S —	SEWER MAIN

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STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 450 (ANNAPOLIS RD)
AT MD 193 (GLENN DALE BLVD/ENTERPRISE RD)
GLENN DALE, MARYLAND

SIGNALIZATION PLAN SHEET

APPROVALS: TEAM LEADER / ASST. DIV. CHIEF / DIVISION CHIEF / OFFICE DIRECTOR — ORIGINAL ON FILE

REVISIONS:
- (E) INSTALL APS/CPS ALONG NORTH LEG & UPGRADE SET-BACK DETECTION DUE TO RESURFACING. SHA NO. PG8935177 TIMS# L101 01-2012 — STV/KXT HO RDB MCB TH
- REDLINE NO. 1 — SHA NO. PG69005571 6-2004 — M.A.R. B.R.K. T.H.
- D SIGNAL MODIFICATION DUE TO RECONSTRUCTION ON MD 450 8-2001 — M.A.R. D.A.Z. B.K. T.H.

SCALE 1" = 20' ADVERTISED DATE 4/21/1981 CONTRACT NO. P 170-501-382

DESIGNED BY		COUNTY	PRINCE GEORGE'S
DRAWN BY	SR	LOGMILE	16045008.79
CHECKED BY	S RENZI	TIMS NO.	D538
F.A.P. NO.	RR 18(49)	TOD NO.	

TS NO. 1821E DRAWING SG-05 OF 06 SHEET NO. 05 OF 06

PLOTTED: $DATETIME$
FILE: $FILE$

DRILL HOLES